



TECHNICAL COORDINATING COMMITTEE
Minutes of January 29, 2014
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>TCC Chair</i>	Bill Marley	<i>FHWA</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Bill Bruce	<i>Guilford County</i>
Craig McKinney	<i>GDOT/MPO</i>	Scott Whitaker	<i>Town of Summerfield</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Mark Kirstner	<i>PART</i>
Tram Truong	<i>GDOT/MPO</i>	Alex Rosser	<i>PTAA</i>
Adam Fischer	<i>GDOT</i>	Mike Mills	<i>NCDOT/ Div. 7</i>
Chris Spencer	<i>GDOT</i>	Ed Lewis	<i>NCDOT/ Div. 7</i>
Hanna Cockburn	<i>GSO PCD</i>	Laura Peoples	<i>Bicycling in Greensboro (BIG)</i>
Ted Partrick	<i>GSO Engineering</i>		

Tyler Meyer called the meeting to order at 10:36 am.

Action Items

1. Minutes of October 29, 2013

Mark Kirstner moved to approve the minutes of the October 29, 2013 meeting. Hanna Cockburn seconded the motion. The TCC voted unanimously to approve the minutes of the October 29, 2013 meeting.

2. 2012-2018 MTIP Modification: U-2524BC

Tyler Meyer presented an Administrative Modification that adds funds for fiber optic cables and ITS (intelligent transportation systems capabilities including variable message signs) to the I-73 project where it connects with the Greensboro Western Urban Loop. This item is already provided for in the State Transportation Improvement Program and will add to this project. The recommended action was to approve the Administrative Modification.

Hanna Cockburn requested clarification that this was not changing the funding source, only the scope of the project to include ITS items. Meyer confirmed this was the case.

Planning for the transportation future

Adam Fischer moved to recommend the MTIP Modification to the TAC for endorsement. Mark Kirstner seconded the motion. The TCC voted unanimously to recommend the 2012-2018 MTIP Administrative Modification for U-2524BC to the TAC for endorsement.

3. MTIP Amendment FY 2014-2018: Transit Modifications

Tyler Meyer presented on proposed changes in federal and state GTA transit funding for FY 2014-2018. The Amendment makes a series of adjustments, most notably to the Section 5307 program to include mandated “Transit Enhancements” and rebalances funds through other travel projects. It accounts for a small reduction of SMAP funding to reflect state budget cuts. The Amendment will shift Section 5339 funding that is currently allocated to full-sized fixed route transit buses to paratransit vehicle replacement starting FY 2015. Fixed route buses will be replaced using CMAQ funding. Specific details are included in the documentation provided for this item. The recommended action was to amend the MTIP.

Mark Kirstner inquired how CMAQ funding was changing in the Amendment. Meyer clarified that the adjustment was not for new CMAQ funding and was only a minor correction of CMAQ funding levels due to increased costs. He also confirmed that the calculations included a minor adjustment for Section 5307 and included budget cuts from the previous year.

Adam Fischer moved to recommend the MTIP Amendment FY 2014-2018 for Transit Projects to the TAC for approval. Mark Kirstner seconded the motion. The TCC voted unanimously to recommend the MTIP Amendment FY 2014-2018 for Transit Projects to the TAC for approval.

4. Endorse Town of Sedalia Bicycle and Planning Grant request

Daniel Amstutz presented the endorsement of the Town of Sedalia’s Bicycle and Pedestrian Planning Grant application to the NCDOT Bicycle and Pedestrian Planning Grant Initiative which will allocate funds to help the Town of Sedalia prepare their first Bicycle and Pedestrian Plan. NCDOT needs an MPO resolution for an application to be considered. The recommended action was to endorse the Town of Sedalia’s application.

Bill Bruce moved to recommend the Town of Sedalia’s Bicycle and Pedestrian Planning Grant application to the TAC for endorsement. Hanna Cockburn seconded the motion. The TCC voted unanimously to recommend the Town of Sedalia’s Bicycle and Pedestrian Planning Grant application to the TAC for endorsement.

5. MTIP Amendment for TAP Projects for FY 2014 & 2015 and Selection of TAP Projects for FY 2015 & 2016

Tyler Meyer presented on the TAP program project and the corresponding MTIP amendment. He summarized that the new program was created under the MAP-21 federal legislation and is available mainly for local pedestrian and bicycle projects; other projects are technically eligible but do not come up as often. The amount is approximately \$350,000 per year starting in FY 2013. Federal requirements for this program include a competitive project selection process with public input opportunities. The funding allocations proposed to be added to the MTIP are for FY 2014-2018 but project recommendations are only made for the first two years because MAP-21 must be reauthorized this year to continue future funding. There will be flexibility to add more projects in later years and respond to possible funding changes.

Projects were solicited from eligible sponsors in the MPO area. Public input was requested for both the project selection and on the process for analyzing and scoring the projects and a public meeting was held on December 4th. Basic components of the competitive selection methodology included land use connectivity, transportation system connectivity, safety and mobility, and project readiness and viability measures. A GIS model was constructed to calculate criteria and score the projects and the process can be adapted and applied in future analyses.

Meyer presented the list of projects that were evaluated, noting that the three projects that scored the highest were also the three projects recommended for funding at the present time. The first project is to purchase and install pedestrian signals at appropriate locations at intersections around Greensboro.

Intersections have been identified through GIS analysis and the potential lights will need to be prioritized in coordination with transportation planning and engineering staff. The second project is the Phillips Avenue sidewalk construction project, which was previously going to be funded through CMAQ but TAP funds can be substituted. The third project is for intersection improvements at Aycock Street and Walker Avenue, which was identified as a high crash location in the Pedestrian Safety Analysis that was recently completed.

Adam Fischer inquired if the CMAQ funds made available from substituting TAP funding for the Phillips Avenue project will be applied to projects ranked lower on the list. Meyer responded that almost all the projects on the list currently have a funding source, but they were evaluated because many of them are further along in development and could be implemented within the short timeframe for the TAP funding. The CMAQ funding may be shifted to another project in the future if funding exceeds costs.

Meyer noted that after the TAC action the Amendment will be taken to NCDOT who will amend the STIP in March and fully executed agreements with the city are expected to be completed by July.

Hanna Cockburn moved to recommend the MTIP Amendment for TAP Projects for FY 2014 & 2015 and Selection of TAP Projects for FY 2015 & 2016 to the TAC for approval. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the MTIP Amendment for TAP Projects for FY 2014 & 2015 and Selection of TAP Projects for FY 2015 & 2016 to the TAC for approval .

6. Prioritization 3.0 Project Selection for Submittal

Lydia McIntyre presented an overview of NCDOT's Strategic Prioritization Process and recommended projects that will be submitted by the MPO for Prioritization. The new process is part of the 2009 NCDOT Transportation Reform and requires demonstration of the highest need based on specific criteria. The current approach is the third iteration of the Prioritization process and covers all modes of transportation, including pedestrian, bicycle, transit and rail.

McIntyre noted that House Bill 817 had revamped transportation funding allocations in NC and reformed the state Highway Trust Fund (HTF) to create some flexibility with the projects it can be used for. All modes compete for these funds under the mandated prioritization process and are evaluated under a tiered system.

McIntyre summarized the three-tiered system outlined by NCDOT (state, region, and division), noting that 40% of state and federal funds are expected to be directed to statewide projects such as interstates, aviation, and rail and their selection will be based on 100% quantitative data. At the regional level projects are assigned 30% of all funding and project selection will be based on 70% quantitative data and 30% local input that will come from both the MPO and the local NCDOT division office. Divisional projects will receive 30% of funding and will be based on 50% quantitative data and 50% local input. The MPO is given 1700 points at both the regional and divisional tier and will use a methodology to assign points to projects as the measure of local input. Bicycle and pedestrian funding is only available at the divisional level with no state funds. Only federal funding is available for independent bicycle and pedestrian projects, and matching funds have to come from local jurisdictions (ordinarily 20%) and federal funds will not pay for right of way expenses. McIntyre noted that roadway project criteria are weighted heavily on congestion, while bicycle and pedestrian criteria are focused on accessibility and density.

McIntyre summarized the MPO process phases and Phase Two, the assignment of local points, will take place between March and May. Meeting materials included a map which illustrates the projects with their ranking ID. The highway rankings are from the initial analysis by the MPO which is not an exact replica of the NCDOT criteria. However, the bicycle and pedestrian projects were ranked using the same criteria as NCDOT.

Tyler Meyer noted local support for the Franklin Blvd rail project and that the NCDOT Rail Division is interested in the project if funding becomes available.

Many projects proposed for submittal under bicycle and pedestrian prioritization are sidewalk projects that are also eligible for Safe Routes to School funding. Meyer confirmed the interest in Safe Routes funding

and noted that some routes are better candidates than others and creating an indicator for the stronger projects should be included when projects are submitted. Meyer also noted that the last time the Summit Avenue Project was submitted it was identified for funding in years 6-10 of the TIP but is now subject to reprioritization. Tram Truong noted for Safe Routes to School eligible projects, one project qualifies because it fills in gaps to two sidewalks.

McIntyre noted the greenway projects that are proposed for submittal have overall costs that far exceed the \$500,000 amount that is requested, but the reduced amount will make the projects perform better and it is hoped that NCDOT will allocate funding as part of a larger financial package. These projects include the Downtown Greenway Phase 2 and the Atlantic and Yadkin Greenway through the southern portion of Summerfield.

Bill Bruce noted that the three projects outside of the city limits were ranked very low due to density and inquired about how to overcome the challenge to smaller towns to get projects funded. Meyer confirmed that those projects were not expected to do well within the NCDOT methodology and indicated that towns may still pursue STP-DA funds as an alternative avenue. A discussion developed about the limitations of only using density to measure demand. Truong and McIntyre noted both density and diversity of primary land use classifications are considered but the majority Oak Ridge's mixed land use is represented in a secondary classification. Bruce inquired if there was flexibility in the methodology. Meyer noted he could present methodology concerns to the Prioritization 3.0 committee. He also noted that the intersection project in Oak Ridge at NC 150 and NC68 that included pedestrian improvements will likely perform well. Although all modes are supposed to be competing for funding, state legislation has mandated that state funds cannot be used for bicycle and pedestrian projects unless they are incidental to a roadway project. The only direct sources for bicycle and pedestrian projects are the TAP, leftover Transportation Enhancement (TE) funding, and remaining Safe Routes to Schools funding.

Scott Whitaker inquired about the low scoring connectivity parameter for the A&Y Greenway in Summerfield. Meyer noted that the methodology overlooks the project as a major regional trail connection and this could be brought to the attention of NCDOT. McIntyre noted that all towns who submit a bicycle or pedestrian project are required to submit a resolution of support to the NCDOT to demonstrate their ability to meet the 20% match of the project. Meyer noted that NCDOT has a current policy of not covering the right of way or utility phases for bicycle and pedestrian projects.

Alex Rosser noted some of the aviation projects will be ruled out by NCDOT because their classification will be changed from capital to maintenance, and only capital projects are considered. McIntyre confirmed with Rosser that aviation projects are limited to \$500,000, per project, per year.

Chris Spencer inquired why the Benjamin/Bryan project scored low when that area suffers from congestion and has a relatively low cost. Meyer noted that the Bryan project was ranked by MPO methodology that uses a delay reduction method, a system measure, and the project may perform better under NCDOT ranking methodology which uses a link based measure. McIntyre also noted that the MPO methodology uses the local travel demand model which NCDOT will not be using, which may also be impacting the score.

Adam Fischer inquired if the Battleground/Westridge intersection was already in the MTIP. Meyer clarified that the project had been flagged for reprioritization due to an interpretation error of the project schedule at NCDOT. Craig McKinney added that the project is expected to begin in the spring of 2015. Mike Mills inquired if right of way was involved for Westridge and when the project would be completed. McKinney noted that he would send Mills the project plan to confirm the schedule details. Mills commented he would follow-up with Mike Stanley at NCDOT for and update on progress on the issue.

McIntyre noted that existing highway project scores are available but the SPOT results are subject to change.

McIntyre clarified multiple questions regarding the schedule. The quantitative scores from NCDOT will be available in May and then the MPO will assign the points to the projects and send back their decisions in

July. Drafts for agreements with the city are expected to be available in November.

Hanna Cockburn inquired if there would be sufficient time to adjust the assignment of points if there was a significant amount of public input. McIntyre noted that the methodology document draft will be released to the public for review in March and after receiving NCDOT scores in May there will be a public meeting for additional input. Mike Mills noted that the division had not finalized their methodology yet and still have an upcoming public meeting. All Divisions will use the same methodology but may have different modifications for how the criteria are evaluated in order to explain and defend project rankings.

Mike Mills moved to recommend the Greensboro Urban Area project rankings for the Strategic Prioritization Process for Transportation Improvement Program FY 2016-2020 to the TAC for approval. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the resolution to adopt the Greensboro Urban Area project rankings for the Strategic Prioritization Process for Transportation Improvement Program FY 2016-2020 to the TAC for approval.

Business Items

1. Review 2014 Meeting Schedule

Daniel Amstutz presented the proposed TAC meeting schedule for 2014 based on the same date pattern used for the 2013 meeting schedule. The meetings are proposed to be held on the fourth Wednesday of every month and the dates were crosschecked for conflicts with Greensboro City Council meetings, town council meetings, Board of Transportation meetings, and Guilford County Commissioner's meetings. Amstutz noted the omission of the October meeting in order to move up November and December dates to avoid conflicts with holidays. No scheduling conflicts were identified.

2. State Ethics Act reminder

Tyler Meyer noted that the State Ethics Act no longer applies to TCC members and as a result they are no longer required to provide the Statement of Economic Interest and Real Estate disclosure forms.

3. Draft Public Participation Plan revision

Tram Truong presented the draft update to the Public Participation Plan (PPP) that is required by the FTA to cover Fare and Major Service changes and the Program of Projects (POP) documents prepared annually by the Greensboro Transportation Authority (GTA) and Piedmont Authority for Regional Transportation (PART). Additions have been made to include the POP and fare and major service changes under Tier 2. Procedures for public involvement for the POP follow the procedures with MTIP development including public involvement activities and time established for public review and involvement. Fare and service changes do not require public meetings but emphasis on how public comments are solicited is considered in the decision making process. The 45-day Public review period runs from Dec 26, 2013 to Feb 10, 2014.

4. Prioritization 3.0- MPO Draft Methodology

Lydia McIntyre presented on the MPO methodology process and criteria for assigning points to Prioritization 3.0 projects. The State of North Carolina has required that the MPO should develop a methodology to be shared with the public so they understand how the MPO will decide to allocate the points. The methodology has been expanded to include all modes of transportation. The MPO staff anticipates having it endorsed by the TAC in February and then released for public review.

Tyler Meyer noted the importance of outlining a clear process on how points will be added to the projects and encouraged feedback from TCC on the methodology.

5. BiPed Plan Update Progress

Daniel Amstutz presented on the BiPed Plan Update which is revising the analyses and recommendations of the original plan (2006). The goals of the update are to make the plan more accessible and action-oriented and to clarify the objectives for improving bicycle and pedestrian conditions in the region. The plan update will include recommendations on improving bicycle and pedestrian safety based on the results of an analysis conducted by staff with NCDOT crash report data. Amstutz noted that the first meeting of the BiPed Update Advisory Committee reviewed the Bicycle and Pedestrian Safety Analyses and discussed the importance of education, prioritizing countermeasures in hotspot areas, improving enforcement efforts, and short term infrastructure improvements. The second meeting of the Advisory Committee included an exercise to identify the committee's priorities on key safety education measures based on suggestions from the first meeting. The four highest priorities the Committee agreed upon were: identifying certain messages to display in hotspot areas (billboards, flyers, other messages), concise educational signs in high traffic areas, campaigns to promote walking and biking culture, cooperating with the police department to improve in-service training for officers, and the need for highly visible crosswalks. Amstutz noted that NCDOT will be taking applications from municipalities to expand the reach of the Watch for Me NC campaign which was originally piloted in the Triangle. The program will provide technical support, training for officers, and marketing and informational materials. The Greenway discussion in the second Advisory Committee meeting focused on the Atlantic & Yadkin (A&Y) Greenway and Downtown Greenway, with members expressing concern for the width of the A&Y Greenway from Country Park to Target and interest in enhancing access and connections to both the Downtown Greenway and watershed trails. The next BiPed meeting will focus on pedestrian infrastructure and intersection improvements. Amstutz noted that Greenways and Trails discussions with Parks and Recreation and Guilford County have identified the need for new routes due to the infeasibility of some proposed routes in original plans and consideration of existing trailheads and parking as access points. Amstutz noted many discussions on cataloging and tracking Greenway maintenance issues for collecting data to understand and prioritize those issues. Amstutz noted some significant adjustments have been made in the northwestern quadrant, including the addition of proposed greenways from the Oak Ridge Pedestrian Plan, alignment changes to the A&Y Greenway in Summerfield, and adjusting the proposed route of the Piedmont Greenway to address challenges with crossing I-73.

Tram Truong presented on the Sidewalk Evaluation Analysis and reviewed the process and outcomes of the Bicycle Level of Service (BLOS), Bicycle Safety Analysis, and the Pedestrian Safety Analysis. The purpose of the Sidewalk Evaluation Analysis is to spatially prioritize sidewalk development using criteria including: land use connections, bus connections, pedestrian crash report data, sidewalk gaps, workers with no vehicle and household poverty. A preliminary analysis has been conducted, but it is still being fine-tuned and more information will be shared at the next meeting.

Amstutz concluded that an analysis will also be conducted for the bicycle network which will feed into the final recommendations for the BiPed Update. Future meetings on bicycling accommodations will take place with the BiPed Update Advisory Committee. The public meeting schedule also needs to be set.

6. Project Updates

Craig McKinney presented on several project updates:

P-5204 McLeansville Road Railroad Grade Separation Project: NCDOT Rail Division has given notice that the right of way process has started on this project and is on track for construction this year or early next year.

U-2581 / R-2910 US 70 Improvement Project: the NCDOT Merger Team met and selected alternatives for best fit and will complete their environmental study in about two years. The alternatives include a northern bypass, a southern bypass, and widening the facility through the center of town. Tyler Meyer added that the I-70 project included in the Transportation Improvement Program is scheduled to have right of way completed by 2018 and begin construction in 2020, but the project is subject to reprioritization and if it scores well in the process than it is expected to still be constructed in that timeframe.

High Point Road Streetscape Project: the City of Greensboro has opened bids for this project, which are slightly over budget. The Engineering Department is currently reviewing the contract. The City is waiting to hear from NCDOT about providing some funds to assist with the project.

Prioritization 3.0 Public Meeting: NCDOT Division 7 is holding a public meeting to discuss projects for their Prioritization 3.0 process the evening of January 29 at their division office.

A&Y Greenway in Summerfield: an item will be brought to the town council in Summerfield to recommend hiring a firm to begin design on an alignment to extend the A&Y Greenway through Summerfield.

7. Strategic Reports:

Tyler Meyer noted that work has begun on the Unified Planning Work Program for next year's budget and a draft will be available at next meeting. The budget is for federal transit and federal highway planning grants and TAC members were encouraged to advance any transportation priorities they want included. Meyer announced that the 2014 NC Bike Summit will be held in Greensboro. Laura Peoples also noted that Jim Westmoreland will be speaking at the Ride of Silence in May. Lydia McIntyre noted a new proposal by NCDOT for the US 29/Reedy Fork Parkway Interchange proposing an interim build to help replace the bridge in the short term. Meyer noted if the full interchange project scores well it might be funded, if not this is a possible and less expensive alternative. McIntyre also noted steady improvements to the travel demand model and the intention to pursue enhancements for integrating freight.

Other Items

1. NCDOT Update

Ed Lewis stated that many projects are being completed and closed out, with nothing major to report.

2. TCC Member Updates

Scott Whitaker thanked Daniel Amstutz and Craig McKinney for their dedication to Summerfield's Trails and Open Space committee.

Mark Kirstner noted an upcoming summit for Piedmont Together on March 27th in downtown Greensboro to conclude the regional sustainable communities planning project that began in 2010.

Bill Marley reminded the TCC of the quarterly meeting of NCAMPO in Raleigh on January 30th and 31st.

3. Wrap-Up

The next TCC meeting will take place on February 26th at 10:30 am in the 3rd Floor GDOT Conference Room.

The meeting was adjourned by Tyler Meyer at 12:09 pm.